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Yahoo! Groups

ASNC News Group

5 Messages

Digest #4497

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Messages

1 [Voces/Voices of the People exhibit at Avenue 50 Studio](#)

Sun Feb 22, 2015 9:00 pm (PST) . Posted by: [asncalert](#)

Avenue 50 Studio

The Voces/Voices of the People exhibit at Avenue 50 Studio runs through March 7th. Stop in and experience this visual discussion of issues most prominent in our world.

featuring the artwork of:

Andrés Montoya, Derrick Maddox, Billy Burgos, John Urquiza, Patricia Payne, Richard Turner, Frohawk Two Feathers, Eric Almanza, Norm Maxwell, Mark Vallen, Brandon Harrison, and more.

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2a [MHIA Meeting Notes](#)

Sun Feb 22, 2015 9:00 pm (PST) . Posted by: [asncalert](#)

Sat Feb 21, 2015 2:03 pm on mhia@yahoogroups.com
Psted by: "Jennie Marie"

February 19, 2015
MHIA Meeting Notes

1) Public Safety/Crime Reports

a) Mail Theft

Police and community leaders are continuing to receive reports about mail theft, which is helpful and has led to the blonde woman many people have reported being arrested and charged. Please keep a look out for her accomplice who is a female Latina with short black hair, though sometimes she wears a wig. She is 100 pounds and 5 feet 2 inches. She follows mailmen in a white SUV Chevy Blazer or a black Jeep (not a Cherokee). She may wear a blue zip-up hoodie with US Postal Service emblazoned on the corner. If you see a crime in progress, call 911. If you are reporting something after-the-fact, or something that is not an emergency, call 1-800-ASK-LAPD. Any time you call 1-800-ASK-LAPD it creates an incident report, you can ask what the incident number is, and then you can call back to find out what happened.

b)Homeless Encampments

On Feb 24 there will be a Homeless Townhall sponsored by ASNC at 7pm in Ramona Hall. During the first 30 minutes, panelists will provide info. The next 30 minutes will be Q&A.

Q: What will the panelists talk about?

A: (Richard Renteria) Those who did the homeless count will be there to explain things like the wait list for Section 8 housing is 10 years, but a mental health survey to manage acuity and vulnerability helps homeless people to get bumped up on the list. Homeless veterans must be homeless for 1 year straight and if they stay at a person's house or in a shelter during that time they are no longer eligible for some services.

Q: Objective of park rangers?

A: City is required to go through a process. Goal now is to remove from

public land like a park. The plan last Aug went from Ave 43-Bridewell. Last week was Huizar's job. Now that the homeless have moved down onto the bike path in the Arroyo, the State has to handle it. The Arroyo is not part of either Council District. If we get heavy rain and someone drowns, that's a liability.

There is no more room in Skid Row, so the homeless are spreading out into our area. Eight winter shelters open just from Jan-Feb and each has 150 people and when they close the people will go back to the streets. So after Feb, we may see even more homeless in our neighborhood. Gloria Molina wants to take city land to build shelters.

If you come across a homeless person who wants shelter, call 211 (which is the county number, while 311 is city). However, many shelters won't take teenagers or women with children, so call at 4pm because the county will put these people up in a hotel and then call DPSS. Before 4pm they'll just refer them to other resources.

c) Catalytic Converter Theft

Honda and Toyota catalytic converters are still being stolen. You can buy a collar for \$20-\$30 that will keep the catalytic converter from being cut off, instead of paying \$700-\$800 to replace it.

d) There is an ongoing problem with the gate at end of Evadale. Parks and Recs has ordered a new gate and they are waiting for it to arrive from the supplier. However, when they took away the old gate, they took the signs that said you can't drive into the park. So, people are driving into the park (or attempting to and getting stuck). Roy will call Parks and Rec about new signs and a chain on the gate.

e) The fence at Sinova and Latrobe needs to be fixed. This is on a to do list to inform the new Parks and Rec rep, Anita Meechum, about.

f) Can we get designated dumping hot spots for the park, Griffin, and Roberta/Reynolds? Griffin from Ave 52 to the park is already a dumping hot spot, so Roy will talk to Cynthia Gonzalez about enforcing and prosecuting. We need to keep calling 311 when we see dumping.

3) New business

a) The evening of March 26 will be an Easter egg hunt on the Dodger field at the Montecito Heights Rec Center. The Parks and Rec staff will fill 500-600 eggs for about 200 kids. They need help with candy. A motion was made and passed to spend \$50 for candy. Also, Jennie Marie will (reluctantly) collect candy at her house and donate (whatever her kids don't eat). You can deliver wrapped candy to 3623 Latrobe St.

b) This Saturday will be a cleanup on Flat Top for a ribbon cutting on Feb 28. The ribbon cutting is not a ground breaking or grand opening, rather a chance for the community and all who were involved to celebrate the transfer from the church to the City so that it can become open space parkland. NE Trees will manage the space and MRCA will do maintenance.

c) Gardens of Montecito March 28, 2015 10am-4pm. Tickets are \$5 or 4 for \$15. Rose requested \$75 for 1st, 2nd, 3rd place prizes. Motion made, seconded, and passed. After party location TBD.

d) Last Saturday of April is the yard sale and we need a lot of people to help set up. We also need tables and canopies.

e) Richard Renteria requested 2 banners to advertise the garage sale that happens twice a year and 2 to advertise the annual garden tour. They would be placed at the bottom of the hill and at the top of hill. Roy will look into the cost. A motion was made, seconded, and passed to purchase 4 signs not to exceed \$200.

f) Martha Benedict is working with ASNC to raise money for Autry to repair the mural below SW Museum on Marmion Way. The estimated project cost is \$15,000, plus long-term maintenance.

g) Roy Payan encouraged us to inform our neighbors about NextDoor. It's much easier to reach people and share information this way then delivering newsletters to the 1,200 homes in Montecito Heights like MHIA used to do. It's an excellent tool, please encourage your neighbors to join.

Motion to adjourn.

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3 HHPNC Land Use Committee Meeting and Agenda Tuesday, February 24th

Sun Feb 22, 2015 9:00 pm (PST) . Posted by: [asncaalert](#)

Historic Highland Park Neighborhood Council
Notice of Land Use Committee Meeting and Agenda
Tuesday, February 24th, 2015
Highland Park Senior Center
6152 N. Figueroa St. Los Angeles, CA 90042
7:00-9:00 p.m.

The public is requested to fill out a "Speaker Card" to address the Board on any agenda item prior to the Board taking action. Public comment is limited to 2 minutes per speaker but the Board has the discretion to modify the amount of time for any speaker.

When the Board considers the agenda item entitled "Public Comments," the public has the right to comment on any matter that is within the Board's jurisdiction. The public may also comment on a specific item listed on this agenda when the Board considers that item. In addition, the members of the public may request and receive copies without undue delay of any documents that are distributed to the Board, unless there is a specific exemption under the Public Records Act that prevents the disclosure of the record. (Govt. Code § 54957.5)

The Historic Highland Park Neighborhood Council holds its regular meetings on the first Thursday of every month and may also call any additional required special meetings in accordance with its Bylaws and the Brown Act. The agenda for the regular and special meetings is posted for public review at: (1) Café de Leche located at 5000 York Boulevard, (2) Ramona Hall Community Center located at 4580 North Figueroa Street, (3) La Tropicana Market, located at 5200 Monte Vista Avenue, (4) Fire Station #12 located at 5921 North Figueroa Street, (5) Highland Market located at Figueroa at Burwood, and (6) when possible, Arroyo Seco Library, 6145 North Figueroa Street

The Historic Highland Park Neighborhood Council complies with Title II of the Americans with Disabilities Act and does not discriminate on the basis of any disability. Upon request, the Historic

Highland Park Neighborhood Council will provide reasonable accommodations to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure the availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting the Department of Neighborhood Councils at tel:213.978.1551 or e-mail to NCsupport@lacity.org. In compliance with Government Code Section 54957.5, nonexempt writings that are distributed to a majority of all board members in advance of a meeting may be viewed at www.highlandparknc.com/ by clicking the Board agenda link or at the scheduled meeting. If you would like a copy of any record related to an item on the agenda, please contact Monica Alcaraz at monica.alcaraz@highlandparknc.com

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR A LA OFICINA 3 DIAS DE TRABAJO (72 horas) ANTES DEL EVENTO. SI NECESITA AYUDA CON ESTA AGENDA, POR FAVOR LLAME A NUESTRA OFICINA AL (213) 485-1360

AGENDA

- A. Call to Order
- B. Public Comments on NON--AGENDA ITEMS ONLY (10 minutes max, 2 minutes per speaker)
- C. Chair's report (5 min)

ACTION ITEMS

1. (5 min) Discussion and possible action to adopt the agenda
2. (5 min) Discussion and possible action to approve minutes from 1/8/2015
3. (15 min) Discussion: John Chan will present plans for a 3--4 unit small lot subdivision in the San Pasqual neighborhood. Seeking input and consultation-- S. Huerta
4. (15 min) Discussion: Lanie Herrera will present plans for a new project located at 118 Avenue 50/4968--4984 N. Figueroa and proposes construction of 29 new for-sale residential units- S. Huerta
5. (15 min) Discussion: Regarding 5717 N. Figueroa, Jeff and David the new owners are seeking a consultation-- L. Kattro
6. (15 min) Discussion: Regarding 118 Ave, 50/4968-4984 N. Figueroa, owners are requesting an initial consultation-- L. Kattro
7. Reports and Updates:
 - a. HPOZ-- C. Fisher
 - b. 710 Freeway Extension-- T. Gulotta--Miller, T. Gossett
 - c. Transit Village-- L. Kattro, L. Duardo
 - d. 1241 Le Gray Ave., trees on 175 S. 57, 828 N. Cresthaven, 405 N. Ave. 56, York Nursery, Mr. T's Bowl, -- L. Kattro, C. Fisher, L. Duardo
 - e. Survey LA-- A. Castillo
 - f. Mission statement working group-- T. Gossett
 - g. N. Figueroa complete street working group-- TBD
 - h. York specific plan working group-- T. Miller, C. Fisher, L. Amsden
 - i. Community garden--open spaces working group-- TBD
 - j. Green initiative--best practices working group-- L. Amsden

8. New Business

11. Adjournment

HISTORIC HIGHLAND PARK NEIGHBORHOOD COUNCIL

Post Office Box 50791

Los Angeles, CA 90050

<http://www.highlandparknc.com>

Certified as NC #33 May 28, 2002

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4 **Are You Bike-Friendly? CD14's Jose Huizar Responds**

Sun Feb 22, 2015 9:00 pm (PST) . Posted by: [asncaalert](#)

Are You Bike-Friendly? CD14's Jose Huizar Responds http://lacbc.nationbuilder.com/cd14_jose_huizar_responses?utm_campaign=news_15_02_19&utm_medium=email&utm_source=lacbc

http://lacbc.nationbuilder.com/cd14_jose_huizar_responses?utm_campaign=news_15_02_19&utm_medium=email&utm_source=lacbc

Are You Bike-Friendly? CD14's Jose Huizar Responds http://lacbc.nationbuilder.com/cd14_jose_huizar_responses?utm_campaign=news_15_02_19&utm_medium=email&utm_source=lacbc Founded in 1998, Los Angeles County Bicycle Coalition (LACBC) works to build a better, more bike-able Los Angeles County. LACBC is the only membershi...

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Preview by Yahoo

POSTED BY CAROL FEUCHT

Tuesday, March 3rd, 2015 is the primary election for important City Council seats in the City of Los

Angeles. LACBC invited all candidates to share their perspectives on bicycling and transportation with our members and supporters. While LACBC does not endorse candidates, we encourage you to consider these responses before casting your vote on March 3rd.

Below are responses from current CD14 Councilmember and Council District 14 candidate Jose Huizar.

All candidate responses are available here: Bike the Vote: Resources for Spring Elections | LACBC
<http://la-bike.org/vote>

<http://la-bike.org/vote>

Bike the Vote: Resources for Spring Elections | LACBC <http://la-bike.org/vote> Jump to: How to #BikeTheVote Learn More About Candidates Important Dates How to #BikeTheVote Want to #BikeTheVote this election?

View on la-bike.org <http://la-bike.org/vote>
Preview by Yahoo

1. Please share a memory involving a bicycle that has had a lasting effect on you (whether or not you were the one on the bicycle).

When I was a boy I had a paper route where I delivered the Rafu Shimpo newspaper and I would ride over the 1St Street bridge on my bicycle from Boyle Heights into Little Tokyo to pick up papers and deliver them to Japanese families in Boyle Heights. And while, like any kid, I enjoyed riding my bike with friends, that experience of having a job that depended on a bike was one I'll never forget. We didn't have bike lanes back then, so it could be a little scary sometimes. I've always had an appreciation for the usefulness of bicycles and the need for increased safety.

2. Approximately 200 people are killed in traffic in the City of Los Angeles every year, about half of whom were walking or biking. In September, the Department of Transportation released a new strategic plan Great Streets for Los Angeles, including the ambitious goal to eliminate all traffic fatalities in the city by 2025 ("Vision Zero"). Many of the projects designed to improve safety will also slow vehicle speeds or reduce capacity, sometimes on major streets. Do you support Vision Zero? How would you evaluate a project that increases delay for drivers in order to make a street safer for walking and biking?

Safety should always be the fundamental priority in any street design. That goes for the safety of automobile drivers, as well as the safety of pedestrians, cyclists, and transit riders. A design that results in a safer street for walking and biking usually means a safer street for automobile drivers, too. I think my work clearly shows I have a record of bringing these types of improvements to Council District 14, and we are already supporting Vision Zero policies.

When I look at any street improvement in Council District 14, I try to look at it holistically – Others might

be focused on one project, like bike lanes, or re-striping a street, but my approach has always been, what else does this street need? What else can we do to do all things: increase safety, increase foot and bike traffic, support local businesses, add parklets, parks or public art and space and create a destination that people are drawn too? And what I have found is there are benefits to traffic calming that actually go beyond safety.

When you add some traffic calming amenities like bike lanes it can allow you to build more crosswalks, which is what occurred on Colorado Blvd. in Eagle Rock. Without the bike lanes, DOT would not let us add two new crosswalks because automobiles regularly sped down that street and were moving too fast for DOT to sign off on adding crosswalks on a six-lane street. There was an incident a few years back where young people lost their lives in a car accident and my office had received literally hundreds of complaints about speeding on Colorado and that was the impetus to improve that street.

My office's "all things considered" model has been very successful in improving the main thoroughfares in Council District 14 – from Broadway and Spring Street in Downtown, to the 1st Street Arts Corridor in Boyle Heights, Huntington Drive and Valley Blvd. in El Sereno, York Blvd. in Highland Park and Colorado Blvd. in Eagle Rock – we have worked with local organizations and residents to improve all these corridors.

All this being said, considerations of potential delays on any street must be made on a case-by case basis and the significance of any delay and whether it would involve unintended consequences, including reducing safety elsewhere. I am a strong believer in public comment and discussion on major street improvements. Whether required by an EIR or not, they have to happen and I always encourage all sides to come and speak and be heard. For me, public discussion is important and we need to hear from all sides before making any decision.

But again, before I discuss anything in a street design, or re-design, safety is the first consideration for that discussion, and it should always be.

3. The Department of City Planning is in the process of updating the City's Mobility Plan for the first time in decades. Among many exciting components, the plan calls for a citywide network of protected bike lanes--designed for people ages 8 to 80--called the "Bicycle Enhanced Network" or BEN. Many of these BEN projects will require reallocating either a traffic lane or parking lane in order to construct the bicycle facility. Do you believe making Los Angeles a city where everyone feels comfortable riding a bike on the street is worthwhile? How would you approach the tradeoffs inherent to such a project?

Again, my approach to improving the streets in Council District 14 is to use a holistic approach and answer as many needs as possible. To increase pedestrian use, my office created a Master Streetscape Plan on Broadway that took away lanes of traffic yet created the largest plaza space and Road Diet in the City – 10 blocks long. There are certainly trade-offs and you have to consider all factors on a case-by-case basis but I support BEN – again, community input is key but I believe that is a conversation that needs to occur.

4. In 2011, the City Council unanimously adopted the Bicycle Plan proposing a comprehensive 1,600-mile bikeway network across the City. What steps would you take to ensure implementation of Bicycle Plan projects in your district? Are there any specific projects in the Plan you would prioritize? To what extent would you feel obligated to implement a plan adopted by your predecessor?

I have a strong track record of implementing the bicycle plan projects in my district – from Boyle Heights to El Sereno to Northeast Los Angeles and Downtown Los Angeles I have worked to implement key elements, and beyond, of the plan. The one I'm most looking forward to is the MyFigueroa Project in Downtown Los Angeles. One because it really marries all modes of transportation: auto, bus, pedestrian

and bikes and also because Mayor Garcetti, Councilmember Price and I worked out all of the lingering issues holding the project back, and we had a lot of public discussion in the PLUM committee that I chair.

5. (CD14 only) Bike lanes are currently proposed for all of the following streets prioritized by the Bicycle Plan. All of these projects involve a “road diet” to make the street safer for walking, biking and driving. Which of these projects are you prepared to support at this time? Please feel free to share any thoughts about specific projects.

Central Ave (1st St to 95th St) Boyle Ave (5th St to 8th St) Soto St (Huntington to 8th St) These projects will allow us to begin to elevate the conversation about the need for safety along these corridors and also equity in the neighborhoods these streets connect. In the areas where these projects are proposed we know there are higher levels of transit dependency, high density living and lower car ownership per household. Given that, increasing options for how people get around in their daily lives - working, learning, and shopping - is certainly worth pursuing.

But again, community input is critical. It has to begin with input at the grassroots level. The success of these projects will depend on taking our cue from the residents and stakeholder groups who live and work in the community these projects effect. If we're going to shape our streets for the better, we need significant input from the local experts.

6. Studies have shown that people on bicycles spend more per month in local business districts than those arriving by other modes. What steps would you take to ensure that local businesses in your district are able to benefit from better bicycle access?

In December, I cut the ribbon on a new bike corral on Colorado Blvd. The ribbon cutting was momentous in itself, but it also helped us celebrate the kickoff of the City's first Bicycle Friendly Business District. The approach involved connecting with individual retailers and business stakeholder groups to broaden the program's exposure – participating businesses offered discounts to bike riders and it was a great success.

Earlier, when the community decided to reconfigure Colorado Blvd., including adding buffered bike lanes, my staff worked with local organizations and the Neighborhood Council and asked business owners along the corridor if they would like a free bike rack placed outside their business and eventually placed 50 bike racks along the corridor. Creating opportunities to connect customers and businesses is what we're promoting and we will continue to do so. Bike riders are definitely ready-made customers along our corridors with bike lanes and we want businesses, and bicyclists, to take advantage of that.

7. The LA Times recently wrote a feature story documenting that hit-and-run collisions are on the rise for bicyclists, according to state records. The majority of seriously injured or fatal hit-and-run victims are people walking and bicycling. What steps would you take to reduce the rate of hit-and-run and ensure perpetrators are prosecuted?

Hit-and-run crimes are unacceptable. Many of the concerns about adequate prosecution of these crimes require state-level action. So I have voted at least six times in the last two years to pursue and support state legislation to limit the use of “civil compromise,” which can reduce the crime to a misdemeanor even when the prosecutor objects, extend the statute of limitations in incidents where a hit-and-run causes a fatal or severe injury, and increase the penalties for individuals who commit a hit-and-run, including the possible hold or forfeiture of vehicles involved in hit-and-runs and automatic license penalties.

In addition, I support the use of the "Amber Alert" system to alert the public about these events and enlist their support in finding the perpetrator, so that prosecution is possible.

I fully support the state's three-foot law in protecting bicyclists who are particularly vulnerable when coming in contact with automobiles. I look forward to seeing the numbers to gauge the success of that legislation to see if adjustments are needed.

An additional countywide transportation sales tax is currently being formulated by Metro. None of the existing three half-cent measures (Propositions A & C and Measure R) currently dedicate significant funding for walking and biking, despite these modes making up 19% of all trips and 39% of all roadway fatalities in the county. Would you support allocating at least 10% of any future transportation tax measure to walking, biking and safe routes to school?

I think that we need to increase the allocation of transportation tax measures to walking, biking and safe routes to schools to better address current levels of that category's mode share. It's equally important to have options for funding these projects. For example, the City has allocated some of our own local return funding for active transportation, which has helped improve infrastructure for walking and biking. I'm interested in the potential for the other categories to include a 1st/Last Mile set aside. Rail, transit and roads/highway improvement project should include walking and biking components in their scope to integrate either into existing infrastructure or begin networks that didn't exist before.

8. LACBC's Neighborhood Bike Ambassadors work with local businesses, neighborhood councils, homeowner associations and other stakeholders on bicycle issues. Will you commit to meeting with the local bike ambassadors in your district on a regular and ongoing basis? Would you be willing to lead a regularly scheduled bike ride with your constituents?

Yes, absolutely. My staff and I have a great working relationship with bike ambassador Nathan Lucero. He even let me borrow his cargo bike at the Colorado Blvd Bike Corral ribbon cutting! I look forward to the next time for sure.

9. Would you presently feel safe riding a bike in Los Angeles, and if not, what would it take to make you feel comfortable on our city streets?

Yes, I definitely feel safer riding in bike lanes today compared to riding my bike on the bridges that cross the LA River as a kid. The infrastructure we've been able to put in, buffered lanes, non-buffered lanes and bike corrals are tremendous improvements for increasing cyclist safety. But it's also important to increase bike safety programs! I'm a big fan of the LACBC's "Rules of the Road" pocket guide (printed in English and Spanish!), the bicycle safety classes you put on in Downtown and the Northeast, and also Operation Firefly!

10. Is there anything else you'd like to share with L.A.'s bicycling community?

Every time I go to CicLAvia, it reminds me that the future is now. When you see hundreds of thousands of people out in the streets riding their bikes, skateboard and walking - that has done more to promote livable streets and effect change in the City of Los Angeles than any one piece of legislation, and Los Angeles' bicycling community has a lot to do with that. It is because of their passion and advocacy that our City is changing for the better, that young families and others who don't necessarily consider themselves "bike advocates" are out riding in our bike lanes because they simply feel safe to do so. And they enjoy it! And for that, I sincerely thank the bicycling community.

And I've very much enjoyed working with the bicycling community. The bike community in Los Angeles is diverse in profession, age, gender, ethnicity, political belief and rider level - and I love that! I look forward to working with you for the next 4 years!

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5 [Are You Bike-Friendly? CD14's Nadine Momoyo Diaz Responds](#)

Sun Feb 22, 2015 9:00 pm (PST) . Posted by: [asncaalert](#)

POSTED BY CAROL FEUCHT

Are You Bike-Friendly? CD14's Nadine Momoyo Diaz Responds http://lacbc.nationbuilder.com/cd14_nadine_momoyo_diaz_responses?utm_campaign=news_15_02_19&utm_medium=email&utm_source=lacbc

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Are You Bike-Friendly? CD14's Nadine Momoyo Di... http://lacbc.nationbuilder.com/cd14_nadine_momoyo_diaz_responses?utm_campaign=news_15_02_19&utm_medium=email&utm_source=lacbc Founded in 1998, Los Angeles County Bicycle Coalition (LACBC) works to build a better, more bike-able Los Angeles County. LACBC is the only membershi...

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Preview by Yahoo

Tuesday, March 3rd, 2015 is the primary election for important City Council seats in the City of Los Angeles. LACBC invited all candidates to share their perspectives on bicycling and transportation with our members and supporters. While LACBC does not endorse candidates, we encourage you to consider these responses before casting your vote on March 3rd.

Below are responses from Council District 14 candidate Nadine Momoyo Diaz.

All candidate responses are available here: <http://la-bike.org/vote>

1. Please share a memory involving a bicycle that has had a lasting effect on you (whether or not you were the one on the bicycle).

There are two memories that have a lasting effect on me.

Bicycle riding for me always brings memories, at least every time I ride to this very day. There was a period in my life when I lived in Salt Lake City, Utah where my father attended the University of Utah Medical School, and the only mode of transportation for me was my bike. In sun, heat, rain, or snow, I rode a total of 10 miles each day to my job, working for the U.S. government, as a cartographer, making geographical maps of Vietnam, Cambodia, Iraq and Iran in the early 1980's. In fact, while I was creating and making a map of some foreign country using a "swivel edge engraver," I would imagine riding my bike in order to sustain accuracy of the terrain, road and surface. Accuracy is critical in map making.

Riding in falling snow is actually another fun memory for me and I miss it very much. The key thing to remember is to wear waterproof clothing and always have an extra pair of pants for example. It is a super fun experience.

The darker side of bicycle riding is working with and helping patients in ICU, CCU, Trauma and ER at California Hospital in Downtown L.A. As a health professional, it is a travesty to witness the bicyclists who become victims of a "hit and run" and their lives take a drastic turn for life. As a clinical social worker, I have witnessed bicyclists who end up with traumatic brain injury, disabled, loss of limbs, on life support and death.

2. Approximately 200 people are killed in traffic in the City of Los Angeles every year, about half of whom were walking or biking. In September, the Department of Transportation released a new strategic plan Great Streets for Los Angeles, including the ambitious goal to eliminate all traffic fatalities in the city by 2025 ("Vision Zero"). Many of the projects designed to improve safety will also slow vehicle speeds or

reduce capacity, sometimes on major streets. Do you support Vision Zero? How would you evaluate a project that increases delay for drivers in order to make a street safer for walking and biking?

As a bike rider and councilwoman, I will work with the Department of Transportation to assess and evaluate the streets in question and consideration for the safety of the public. I have a background in planning and very familiar with DOT and land use development. In fact I was able to implement the first Preferential Parking area in Boyle Heights to better serve the seniors and the disabled where I live.

As a health professional and advocate of 24 years, it is important to me for health reasons to explore and implement new alternatives to transportation in the City of L.A. One of them is implementing a bicycle plan for the city that is conducive for all ages and includes all constituents in the process.

3. The Department of City Planning is in the process of updating the City's Mobility Plan for the first time in decades. Among many exciting components, the plan calls for a citywide network of protected bike lanes--designed for people ages 8 to 80--called the "Bicycle Enhanced Network" or BEN. Many of these BEN projects will require reallocating either a traffic lane or parking lane in order to construct the bicycle facility. Do you believe making Los Angeles a city where everyone feels comfortable riding a bike on the street is worthwhile? How would you approach the tradeoffs inherent to such a project?

Yes I do support making streets safe for people of all ages who are cyclists or pedestrians, or public transit users. My main concern is making sure that residents and business are part of the discussion, and not only for this plan, but for all projects that relate to land use. Change is a hard thing for people and especially when they are not aware of the coming change. I would also like for there to be more education of the benefits of these plans to the residents and business so they can see the value of the change and thereby be more agreeable to the proposed change.

In 2011, the City Council unanimously adopted the Bicycle Plan proposing a comprehensive 1,600-mile bikeway network across the City. What steps would you take to ensure implementation of Bicycle Plan projects in your district? Are there any specific projects in the Plan you would prioritize? To what extent would you feel obligated to implement a plan adopted by your predecessor?

As councilwoman I would assign a staff member to be a project manager and work with the Bike Plan Implementation team to be the liaison with the city and the community. I would first prioritize the proposed lanes that are ranked highest by the Bicycle Funding Priority Grading system. The obligation to implement any plan of the predecessor would depend on the funding availability and community input in the selection process.

5. (CD14 only) Bike lanes are currently proposed for all of the following streets prioritized by the Bicycle Plan. All of these projects involve a "road diet" to make the street safer for walking, biking and driving.

Which of these projects are you prepared to support at this time? Please feel free to share any thoughts about specific projects.

Central Ave (1st St to 95th St)

Boyle Ave (5th St to 8th St)

Soto St (Huntington to 8th St)

As councilwoman of CD 14, I will support the bike lanes currently proposed as long as the entire community directly impacted by the proposal are part of the process.

6. Studies have shown that people on bicycles spend more per month in local business districts than those arriving by other modes. What steps would you take to ensure that local businesses in your district are able to benefit from better bicycle access?

As councilwoman, I will develop a CD 14 Site Seeing Tour Book that advertises for local businesses throughout the district, along with a bicycle lane map leading to each of the establishment listed. To increase business, I would work with and encourage local businesses to create incentives and specials to promote bicyclists and other customers to patronize their local businesses. The CD 14 Site Seeing Tour Book can be obtained at any district office and local businesses as well. I will also see if this can be done through a phone application.

7. The LA Times recently wrote a feature story documenting that hit-and-run collisions are on the rise for bicyclists, according to state records. The majority of seriously injured or fatal hit-and-run victims are people walking and bicycling. What steps would you take to reduce the rate of hit-and-run and ensure perpetrators are prosecuted?

To reduce the rate of "hit-and-run," I want to create and implement legislation with stiffer rules, regulations and policies to protect the bicyclists. As mentioned earlier, I am a health care professional who has witnessed first-hand the repercussions of bicyclists, critically injured by "hit-and-run" drivers" who have no remorse for human life. I have seen all ages of bicyclist severely injured by senseless individuals behind the wheel. The outcome is devastating for the bicyclists and the families. If no family is involved, the situation is even worse, and especially if the patient has no health insurance what-so-ever.

8. An additional countywide transportation sales tax is currently being formulated by Metro. None of the existing three half-cent measures (Propositions A & C and Measure R) currently dedicate significant funding for walking and biking, despite these modes making up 19% of all trips and 39% of all roadway fatalities in the county. Would you support allocating at least 10% of any future transportation tax measure to walking, biking and safe routes to school?

I would fully support allocating a percent of the transportation funds that is equal to the percentage to trips made by pedestrians and cyclists.

9. LACBC's Neighborhood Bike Ambassadors work with local businesses, neighborhood councils, homeowner associations and other stakeholders on bicycle issues. Will you commit to meeting with the local bike ambassadors in your district on a regular and ongoing basis? Would you be willing to lead a regularly scheduled bike ride with your constituents?

As councilwoman of CD 14, I will commit to meeting with the local bike ambassadors on a regular and ongoing basis. Moreover I would be willing to lead a bike ride with constituents in different parts of the district throughout the year. Perhaps 3-4 times per year.

10. Would you presently feel safe riding a bike in Los Angeles, and if not, what would it take to make you feel comfortable on our city streets?

Actually I do not feel safe riding a bike in Los Angeles. When I moved from Utah to L.A. in 1982 to take care of my Grandfather Diaz, I brought my bike because I did not have a car because I did not need a car in Utah. I rode it twice as soon as I got to L.A. and both times I almost got hit by a car.

I am a firm believer of education, intervention and prevention are key to creating better bike riders. Some of us are great bike riders and follow the law, and some bike riders need education. This is the same for drivers. In making me feel comfortable about bike riding in Los Angeles, as councilwoman, I plan to work with DOT, MTA and bicycle organizations to promote bicycle education throughout the district. It must be implemented. I will also feel safer with bike lanes.

11. Is there anything else you'd like to share with L.A.'s bicycling community?

I have participated in several of the CicLAvias and have enjoyed them very much. I would look to see what the city can do to make CicLAvias happen on a monthly basis. If cities like Mexico City and Colombia can have them on a weekly basis, there should be no reason to at least have on a monthly basis.

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